13

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS.

JANUARY 12, 1848.

PHILADELPHIA:
MOSS & BROTHER.
1848.

PRESIDENT.

John Tucker.

MANAGERS.

Samuel Norris,
John Towne,
Wm. R. Lejée,
John Oakman,
Christopher Loeser, *of Orwigsburg*,
Matthias S. Richards, *of Reading*.

SECRETARY AND TREASURER.

Samuel Bradford.

To the Stockholders of the Philadelphia and Reading Rail Road Company.

The Managers have the pleasure to submit to you the yearly statement of the progress and position of the property under their charge.

They annex the Reports of the various Officers which will furnish minute details of their respective departments.

The floating debts of the Company, which have heretofore been the only source of its embarrassment, have been so reduced that upon the application of the debts, &c., due the Company, and devoted to this purpose, there will remain only such an amount as can soon be discharged.

To attain this result, Bonds to the extent of $1,400,000, payable in 1856, have been issued, secured by mortgage, and the proceeds applied to the liquidation of the large floating debt mentioned in the last Annual Report, which was increased by the payment of the bonds which fell due on the 1st January, 1847.

The commissions and charges paid during the year, for acquiring the means to meet the Bonds due at that time, and the floating debt, (both of which were created for the construction of the Road, and for acquiring machinery, &c.,) amount to $\$143{,}027\frac{47}{100}$, which has been charged to the cost of the works, as it cannot be regarded as an item of current annual expense, and, therefore, not properly to be deducted from the revenue account of this year.

Annexed is a statement of the Treasurer, showing the liabilities of the Company on the 30th November last, amounting in Stock and debt, to $11,802,409 54

		Brought forward,	$11,802,409 54
By reference to the Report of the same officer on the 30th November, 1846, it will be seen that these liabilities were, (with the dividend of January, 1847, $312,000,)			11,499,069 02
Increase, - - - - - -			303,340 52
The expenses for the past year, were as follows, viz.:			
Real Estate, Rep. 1847,	$430,767 51		
do. do. 1846,	321,846 05		
		108,921 46	
Construction Eng. Report, 1847,		222,931 40	
Cars and Engines,			
Trea's stat. 1847,	2,173,448 78		
do. do. 1846,	2,091,279 16		
		82,169 62	
Materials on hand for Transp'n Dep't for 1848,			
See Trea's stat. 1847,	83,689 64		
do. do. 1846,	46,257 16		
		37,432 48	
Materials on hand for Roadway Dep't.			
See Trea's stat. 1847,	21,409 55		
do. do. 1846,	11,998 34		
		9,411 21	
Materials on hand for Cars, Engines, &c., See Eng's Rep. for 1847,		15,573 90	
Rail Road Iron, for new sidings, &c.,		9,740 99	
Land damages,		9,304 38	
Commissions and charges,		143,027 47	
Phil. Read. & Potts. Telegraph Stock		8,350 00	
		646,862 91	

Brought forward,		$646,862 91
Deduct profits expended,	359,122 39	
Less Tax on dividend, January, 1847,	15,600 00	
	343,522 39	
		$303,340 52

The very rapid increase in the shipment of Coal and the constant demand for shipping facilities, induced the Managers to provide for the future wants of the Company, by the purchase of about twenty-two acres of land fronting the river, and adjoining their wharves, at Richmond on the south. This was the only property, by the ownership of which, the Company could provide themselves with the means of increasing the number of their wharves when required, and if the opportunity to secure it had been neglected, a serious inconvenience would hereafter have been felt, and a limit placed upon the future capacity.

The terms on which the land was obtained were deemed reasonable, ($93,000) and the Managers did not hesitate to avail themselves of the advantages present and prospective which such a purchase ensured. The value of the property will increase in the same proportion that other Real Estate adjoining their works has advanced. Other purchases have also been made to meet the present and future wants of the Company, at various points along the line of the Road.

The other expenditures of the year will be found under the appropriate heads, in the subjoined Reports.

The business of the Road for the past year will be found to have fully equalled the estimated amount.

A table of the Anthracite Coal trade of Pennsylvania is appended. It will be perceived that the Coal transported by this Company in 1847 was 1,350,151 tons, which exceeds the quantity for the previous year 117,008 tons.

The increase from the Schuylkill region is 336,261 tons; and the amount produced by the whole State, is 2,970,491 tons; equal in value, at tide water, (at $3,75 per ton,) to $11,139, $341\frac{25}{100}$.

The population and wealth of the Schuylkill Valley are yearly augmenting with great rapidity, and the attention of the Managers has been called to the necessity of two passenger trains daily instead of one as heretofore. Satisfied that the wishes of the community would be gratified, and the revenue of the Company increased; this measure was adopted. The requisite Cars and Engines are being built at the workshops of the Company, and will be placed upon the Road early in the ensuing Spring.

The advantages to result from an immediate communication with the various points on the Road were obvious, and the Managers finding that the Telegraph line could not be completed without their aid, subscribed $8,350 to the stock of that Company, and thus ensured its completion. The charter of that Company gave the authority, and the line has proved of essential service. The investment moreover, has yielded a dividend equal to 10 per cent. per annum.

The expenses of the past year have been increased beyond those of the previous one, as well by the greater tonnage transported, as by the well known enhanced value of labour and materials.

The experiments now making by skillful Engineers throughout the country to apply Anthracite Coal as the fuel of the Locomotive, have received the attentive consideration of the Managers. To no Company could the attainment of this object be of greater value, than to this. It is confidently expected that the experiments now making will be successful, and one of the chief items of the cost of transportation will be then diminished to a very great extent.

During the first six months of the past year, the shipment of

Coal from Richmond was retarded by the great scarcity of vessels, and the consequent high rate of freight.

Consumers at the Eastward delayed their purchases in the expectation of reduced rates, and the wharves became loaded with coal.

The Managers decided in view of this state of the trade, to invite by favourable terms, the dealers in New York, and the neighbouring ports, (whose supply could be effected through the Delaware and Raritan Canal,) to purchase their Stock early in the season. These efforts were successful, and the wharves were cleared, though the revenue, for the year, was diminished by the unexpected emergency. During the past six months these temporary causes of delay having in a great measure been removed, the demand exceeded the means of the Company to transport, and difficulty ensued from the insufficiency of the machinery to meet the requirements of the dealers and the public.

Should the consumption of Coal continue to increase as heretofore, a like result will ensue, and more Cars and Engines will be sought for than the Company possess.

Overtures have been submitted, with a view to enable the Managers to avail themselves of the use of the required machinery, without the necessity of its purchase. Thus, the Company might obtain 1000 Cars, and the requisite number of Engines, at a yearly rent, which after deducting all average expenses, would realize a valuable increase to their revenue.

Should this arrangement be made, the Company will be able to give satisfaction to all their customers, and be relieved from the necessity under which they have laboured, of compelling some disposed to use the Road during the past year, to seek other means of transportation.

This overture has been made by parties residing in the Eastern States, deeply interested in the permanent prosperity of the Company. Its advantages are obvious, no debt is incurred, and a large profit may be justly anticipated.

NEW ORLEANS MARKETS, May 20.—Co
Middling sells at 5⅛. Sugar commands 4 ct
Molasses is unchanged. Flour—Illinois b
comm[illegible]4 50. Freights—Four A[illegible]rican
have [illegible]chartered to carry cotton to Live
at ⅛d. [illegible]anges are without alteration.

Cleared, ships Persia, and Anna Rogers, for Bo
barque Jeddi, for New York; schr J W Gandy, for P
delphia. Arrived, ship Palmyra and barque G
Henry, from Boston; ships Maid of Orleans and F
from New York; brig Pulaski, from do.

VERY LATE FROM MEXICO.

**Congress Assembled--The Treaty to be E
Acted Upon--The trial of the Pennsylva
Officers--Arrival of the Eudora.**

The U. S. propeller Eudora, Capt. Page, arri
at New Orleans on the 18th inst., with two d
later advices from the city of Mexico and V
Cruz—from the capital to the 4th, and from V
Cruz to the 9th inst. The news by her does
change the aspect of affairs in any material ma
We copy from the Picayune.

From the American Star of the 3d inst.

THE INTERIOR.—Our papers from the interior
evening do not bring us a single item of inter
They are principally occupied with details of
French Revolution. The Queretaro papers m
no reference to a quorum or to any revolution
movement in that city.

We have the contents of a private letter, h
evei, which states that a quorum had been form
and nothing prevented the meeting of Congr
but some religious pageant or procession. Jara
was at San Luis, in the very best of spirits,
about leaving the city for Queretaro. Bustame
was employing himself in opening the mail fr
Dolores to the seat of Government. The prev
ing opinion was, that the new Congress would d
patch business, and come to a decision in regar
the treaty in a very few days after coming
gether.

From the American Star of the 4th May.

FROM QUERETARO.—A private Express came
yesterday at noon, and we learned that the Gove
ment at Queretaro was considerably embarrass
because the question had been raised whether
Federal Government had any right to cede
State or portion of a State without the consent
such State. The States of Mexico, generally,
in for State rights, and it has been some time
prehended that such an objection would be ur
by the opposition.

OUR COMMISSIONERS.—We learn from Mexi
authority that the Government of Queretaro
yielded several points of etiquette which they
previously held to, and one of them the admis
into their capital of an American escort of s
men with the Commissioners. We have been
however, that the Commissioners do not go up
advised as to the time by the Government; in o
words, when they are ready to receive them
will tell them to come.

ZACATECAS.—Rosa, Minister of Relations,
sent a note to the Governor of Zacatecas, set
forth the urgency of an immediate assemblin
Congress, and that the responsibility of the fu
continuance of the war rests with the Deputies
neglect to attend—that one man has it in his po
to prevent the meeting. The Deputies from Z
tecas are, or have been, among the recusants.
if they have a spark of patriotism left they wil
pair to their post.

SAN LUIS.—Paredes had left for Aguascallen
as also D. Ignacio Flores, under a guard. This
dividual, it may be remembered, is the same
endeavored to create desertion among the troop
Gen. Romero. Padre Jaruta was in the city
the 26th, attending bull fights.

THE DILIGENCE.—The Monitor says the An
can Governor has given orders that an esco
dragoons shall attend the diligence every mor
to the end of its first day's journey.

THE SPECIAL COMMISSION.—The case of Li
Dutton has been decided, and that of Lafferty,
Canadian Frenchman, is now before the court.

BY MAGNETIC TELEGRAPH.

FOR THE N. AMERICAN & U. S. GAZET

DEMOCRATIC NATIONAL CONVENTIO

FIFTH DAY'S PROCEEDINGS.

BALTIMORE, Friday, May 26, 184

The Convention met at the appointed hour.
attendance of delegates is slim, compared wit
previous meetings.

After a fervent prayer by the Rev. Mr. H
phrey, of Kentucky, the minutes of yester
session were read. A dispute arose in relati
the vote of Pennsylvania, the delegation h
changed their vote after the nomination of
Cass, and gave it to the nominee, as the m
stated. The minutes were decided to be co
and the official proceedings will record the
vote of Pennsylvania as twenty-six for Ge
Cass.

General Account of the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1847.

To Rail Road	8,912,991 09		By Stock, shares, 68,640, at $50			3,432,000
" Rail Road Iron	9,740 99		" LOANS			
" Construction	222,931 40		6 per cent. Loan of 1842, inconvertible, payable 1847		23,550	
" Commission and Charges, for negotiating Loans, &c.	143,027 47		" " " 1839-40, convertible, " 1850		2,170,500	
" Damages	9,304 38		" " " 1839, convert., £109,000, " "		523,200	
		9,297,995 33	" " " 1843, mortgage, & convert., £210,000 payable 1860	1,008,000		
" Locomotive Engines and Cars		2,173,448 78	" " " 1843, mortgage, & convertible, Dollar Bonds, payable 1860	480,000		
" Real Estate		430,767 51			1,488,000	
" Depots		205,324 87	" " " 1844, mortgage, & convert., " 1860		1,399,000	
" Materials for Transportation Department, for value on hand	83,689 64		5 per cent. " 1836, mortgage, and inconvertible, £196,000, payable 1860		940,800	
" Materials for Roadway Department, for value on hand	21,409 55		6 " " " 1845, mortgage & inconv't., " 1848		75,000	
" Materials for Construction Department, for value on hand	15,573 90		" " " 1845, " " " " 1849		75,000	
" Phila., Reading and Pottsville Telegraph Co.		120,673 09	" " " 1847, " " convert., " 1856		1,400,000	
		8,350				8,095,050
			By Bonds and Mortgages on Real Estate			213,158 66
			By SUNDRY ACCOUNTS.			
			Due to sundry persons	223,140 22		
			NOTES PAYABLE	185,559 29		
			By G. A. NICOLLS, Engineer, &c.	98,937 76		
					507,637 27	
			Deduct, viz.			
			Debts due the Company.			
			Transportation accounts due by sundry persons for freight, tolls, &c.	61,401 79		
			Notes receivable, and sundry accounts for do.	333,716 68		
			By Cash on hand	50,317 92		
					445,436 39	
						62,200 88
			By Dividend fund, balance subject to a dividend			434,150 04
		$12,236,559 58				$12,236,559 58

S. BRADFORD, *Treasurer.*

Philadelphia, December 1st, 1847.

As the course of the Company has heretofore been to purchase machinery, the Managers submit to you the propriety of obtaining the Cars and Engines in the manner proposed, and they do not hesitate to express their opinion that this method of obtaining the machinery will be found more beneficial to the Company, than the creation of a new floating debt for that proposed.

It will be perceived from the statement of the Treasurer, that the present fund applicable to a dividend is $434,150 04, equalling 12 per cent. on the present Capital Stock.

The propriety of a stock dividend from this fund, is again submitted to you, who are alone authorized by law to pass upon it.

By order of the Board of Managers,

JOHN TUCKER, *President.*

Office of the Philadelphia and Reading Rail Road Company.

Philadelphia, January 1848.

General Account of the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1847.

To Rail Road	8,912,991 09		By Stock, shares, 68,640, at $50			3,432,000
" Rail Road Iron	9,740 99		" LOANS			
" Construction	222,931 40		6 per cent. Loan of 1842, inconvertible, payable 1847		23,550	
" Commission and Charges, for negotiating Loans, &c.	143,027 47		" " " 1839-40, convertible, " 1850		2,170,500	
" Damages	9,304 38		" " " 1839, convert., £109,000, " "		523,200	
		9,297,995 33	" " " 1843, mortgage, & convert., £210,000 payable 1860	1,008,000		
" Locomotive Engines and Cars		2,173,448 78	" " " 1843, mortgage, & convertible, Dollar Bonds, payable 1860	480,000		
" Real Estate		430,767 51			1,488,000	
" Depots		205,324 87	" " " 1844, mortgage, & convert., " 1860		1,399,000	
" Materials for Transportation Department, for value on hand	83,689 64		5 per cent. " 1836, mortgage, and inconvertible, £196,000, payable 1860		940,800	
" Materials for Roadway Department, for value on hand	21,409 55		6 " " " 1845, mortgage & inconv't., " 1848		75,000	
" Materials for Construction Department, for value on hand	15,573 90		" " " 1845, " " " " 1849		75,000	
			" " " 1847, " " convert., " 1856		1,400,000	
						8,095,050
" Phila., Reading and Pottsville Telegraph Co.		120,673 09	By Bonds and Mortgages on Real Estate			213,158 66
		8,350	By SUNDRY ACCOUNTS.			
			Due to sundry persons	223,140 22		
			NOTES PAYABLE	185,559 29		
			By G. A. NICOLLS, Engineer, &c.	98,937 76		
					507,637 27	
			Deduct, viz.			
			Debts due the Company.			
			Transportation accounts due by sundry persons for freight, tolls, &c.	61,401 79		
			Notes receivable, and sundry accounts for do.	333,716 68		
			By Cash on hand	50,317 92		
					445,436 39	
						62,200 88
			By Dividend fund, balance subject to a dividend			434,150 04
		$12,236,559 58				$12,236,559 58

S. BRADFORD, *Treasurer.*

Philadelphia, December 1st, 1847.

Transportation Account of the Philadelphia and Reading Rail Road Company for twelve months, ending November 30th, 1847.

To Expenses of Transportation, viz :				By Business of the Road, from the following sources, viz :		
Running Account, per Statement B.	527,559 24			Freight and Tolls on Coal, . . .	1,698,663 99	
Workshop do. do. "	258,507 72			Passenger Travel, ...	156,201 45	
Depot do. do. "	43,150 31			Freight on Merchandize, ...	136,219 92	
Superintendence do. do. "	19,898 34					1,991,085 36
Office do. do. "	4,459 38					
Lateral Rail Roads, ...	2,897 30			Transportation of the U. S. Mail, and other sources, ...		11,860 26
	856,472 29					
Deduct value of materials on hand, belonging to this account, ...	20,395 01					
		836,077 28				
To Dumpage,						
For amount paid for Coal dumped at Richmond, ...		75,827 32				
To Roadway and repair of Wharves,						
For amount paid for repairs of Road,	136,822 15					
For do. do. do. Wharves,	9,438 64					
	146,260 79					
Deduct value of materials on hand belonging to this account, ...	4,041 69					
		142,219 10				
To Contingent Expenses, office in Phila.						
For amount paid for salaries, attorneys' fees, stationery, printing, &c. .		28,447 05				
To Freight on missing Coal,						
For amount paid for this account, .		17,835 75				
Profit and Loss,						
For balance of this account, . . .		902,539 12				
		$2,002,945 62				$2,002,945 62

S. BRADFORD, *Treasurer.*
Philadelphia, Dec. 1, 1847.

Profit and Loss Account for year ending November 30th, 1847.

Dr.	*Profit and Loss.*		*Cr.*
To Transportation expenses for year ending November 30th, 1847	836,077 28	By gross receipts from all sources . .	2,002,945 62
" Roadway expenses for the year ending November 1847, including repairs of wharves	142,219 10		
" Dumpage, Allowance on coal dumped at Richmond	75,827 32		
" To Contingent expenses, For amount paid for salaries, attorneys' fees, &c., office in Philadelphia	28,447 05		
" Freight on missing coal, For amount received on coal short of consignment . .	17,835 75		
" Sundries	4,093 62		
" Interest, For amount paid during year ending November 30th, 1847, for this account	539,323 11		
" Balance carried down	359,122 39		
	$2,002,945 62	By balance brought down	$359,122 39

Philadelphia, November 30th, 1847.

TABLE,

Sho

	Decemb. 1846.												Tons.
Travel,.....	11,107												
Freight on Goods,.....	11,817												
do Coal,.....	119,169												1,360,680 11/20
Transporting U.S. Mail,	783												123,571
Miscellaneous Receipts	11												136,199 1/20
Monthly Totals,.....	142,889												142,727 4/20
Coal Transported,.....	84,165 1/2												150,061 6/20
													135,949

OFFICIAL REPORT OF THE PENNSYLVANIA ANTHRACITE COAL TRADE,

From its commencement, in 1820, to the close of 1847: showing the receipts from the various mines, the total supply and the annual increase of the trade.

Year.	Lehigh.	Beaver Meadow.	Hazleton.	Sugar Loaf.	Buck Mountain.	Summit.	Total Lehigh.	Schuylkill.	Little Schuylkill	Total Schuylkill.	Lacka-wanna.	Pine Grove.	Shamo-kin.	Wyo-ming.	Total Supply.	Increase and Decrease.	Year.
1820	365						365								365		1820
1821	1,073						1,073								1,073	708 I.	1821
1822	2,240						2,240								2,240	1,167 I.	1822
1823	5,823						5,823								5,823	3,583 I.	1823
1824	9,541						9,541								9,541	3,718 I.	1824
1825	28,393						28,393	6,500		6,500					34,893	25,352 I.	1825
1826	31,280						31,280	16,767		16,767					48,047	13,154 I.	1826
1827	32,074						32,074	31,360		31,360					63,434	15,387 I.	1827
1828	30,232						30,232	47,284		47,284					77,516	14,082 I.	1828
1829	25,110						25,110	79,972		79,972	7,000				112,082	34,566 I.	1829
1830	41,750						41,750	89,984		89,984	43,000				174,734	62,652 I.	1830
1831	40,966						40,966	81,854		81,854	54,000				176,820	2,086 I.	1831
1832	70,000						70,000	195,271	14,000	209,271	84,000				363,271	186,451 I.	1832
1833	123,000						123,000	212,971	40,000	252,971	111,777				487,748	124,477 I.	1833
1834	106,244						106,244	226,692	34,000	226,692	43,700				376,636	111,112 D.	1834
1835	131,250						131,250	298,508	41,000	339,508	98,845				569,603	192,967 I.	1835
1836	146,522						146,522	397,045	35,000	432,035	104,500				683,057	113,454 I.	1836
1837	192,320	33,617					225,937	492,152	31,000	523,152	115,387	9,978			874,454	191,397 I.	1837
1838	159,564	38,426	16,221				214,211	420,875	13,000	433,875	76,321	11,665			736,072	138,382 D.	1838
1839	142,071	38,429	34,000	7,550			221,850	433,608	9,000	442,608	122,300	19,227	11,930		817,915	81,843 I.	1839
1840	102,183	43,619	50,366	29,039			225,288	431,291	20,000	451,291	148,470	19,463	15,505		860,017	42,102 I.	1840
1841	*78,164	*26,232	*21,263	*17,170			*142,828	394,699	40,000	434,699	192,270	15,306	21,463		806,566	53,451 D.	1841
1842	163,762	45,422	31,012	31,930			272,129	513,891	27,000	540,891	205,253	31,437	10,050	47,346	1,107,106	300,540 I.	1842
1843	138,825	54,729	44,579	26,814	2,844		267,734	639,428	31,000	670,428	227,605	22,879	9,900	57,740	1,256,286	149,180 I.	1843
1844	219,245	70,379	73,625	2,866	3,749		377,821	778,500	57,000	835,500	251,005	27,719	13,087	114,906	1,620,038	363,752 I.	1844
1845	257,740	77,227	70,266	,843	23,914		429,159	1,007,424	76,000	1,083,424	266,072	31,208	9,900	178,401	1,998,164	378,126 I.	1845
1846	274,623	85,648	98,150		46,103	7,773	522,297	1,145,583	91,000	1,236,583	318,400	55,346	12,572	188,003	2,333,201	335,037 I.	1846
1847	334,929	109,110	105,639		50,847	†43,087	643,612	‡1,466,044	‡106,800	‡1,572,844	388,000	61,233	14,904	289,898	2,970,491	637,290 I.	1847

* Great Freshet which injured the Canal.

† 10,247 tons from Wilkesbarre.

‡ 222,693 tons of this by the Schuylkill Canal, 1,350,151 do. by Railroad.

13

31.250
46.522
42.320
38.—
37.—
Mean
80
33.783
40.804
73.256
109.652
132.958

2.988.989 ... including from Room Run

from Room R. 595.565 tons

TABLE,

Showing the Business on the Philadelphia and Reading Rail Road, (each item monthly,)

for the year ending November 30, 1847.

	December, 1846.	*January*, 1847.	*February*, 1847.	*March*, 1847.	*April*, 1847.	*May*, 1847.	*June*, 1847.	*July*, 1847.	*August*, 1847.	*September*, 1847.	*October*, 1847.	*November*, 1847.	*Totals.*
Travel,.....	11,107 49	8,699 37	7,891 72	10,523 19	14,645 13	13,452 19	13,874 51	16,231 63	16,422 64	14,872 72	15,876 54	12,604 32	$156,201 45
Freight on Goods,.....	11,817 52	10 283 47	12,206 43	14,858 90	12,635 48	10,716 38	9,293 09	9,843 61	10,578 03	11,481 12	12,209 02	10,381 87	136 219 92
do Coal,.....	119,169 30	82 513 93	86,550 48	79,881 48	135,558 92	137,000 39	154,290 30	162,523 65	188,029 03	186,133 46	181,996 49	185,016 56	1,698,663 99
Transporting U.S. Mail,	783 34	783 33	783 33	783 34	783 34	783 33	783 34	783 34	783 32	783 33	783 33	783 33	9,400 00
Miscellaneous Receipts	11 50	336 25	163 88	173 44	200 67	186 40	187 63	142 25	147 68	223 05	299 83	387 68	2,460 26
Monthly Totals.....	142,889 15	102,616 35	107,595 84	106,220 35	163,823 54	162,138 69	178 343 87	189,524 48	215,960 70	213,493 68	211,165 21	209,173 70	$2,002,945 62
Coal Transported,.....	84,165 $\frac{8}{20}$	65,572 $\frac{12}{20}$	68,271 $\frac{12}{20}$	77,794 $\frac{8}{20}$	117,742 $\frac{3}{20}$	123,679 $\frac{19}{20}$	136,946 $\frac{5}{20}$	133,949	150,061 $\frac{6}{20}$	142,727 $\frac{4}{20}$	136,199 $\frac{14}{20}$	123,571	1,360,680 $\frac{11}{20}$ Tons.

OFFICIAL REPORT OF THE PENNSYLVANIA ANTHRACITE COAL TRADE,

From its commencement, in 1820, to the close of 1847: showing the receipts from the various mines, the total supply and the annual increase of the trade.

Year.	Lehigh.	Beaver Meadow.	Hazleton.	Sugar Loaf.	Buck Mountain.	Summit.	Total Lehigh.	Schuylkill.	Little Schuylkill	Total Schuylkill.	Lackawanna.	Pine Grove.	Shamokin.	Wyoming.	Total Supply.	Increase and Decrease.	Year.
1820	365						365								365		1820
1821	1,073						1,073								1,073	708 I.	1821
1822	2,240						2,240								2,240	1,167 I.	1822
1823	5,823						5,823								5,823	3,583 I.	1823
1824	9,541						9,541								9,541	3,718 I.	1824
1825	28,393						28,393	6,500		6,500					34,893	25,352 I.	1825
1826	31,280						31,280	16,767		16,767					48,047	13,154 I.	1826
1827	32,074						32,074	31,360		31,360					63,434	15,387 I.	1827
1828	30,232						30,232	47,284		47,284					77,516	14,082 I.	1828
1829	25,110						25,110	79,972		79,972	7,000				112,082	34,566 I.	1829
1830	41,750						41,750	89,984		89,984	43,000				174,734	62,652 I.	1830
1831	40,966						40,966	81,854		81,854	54,000				176,820	2,086 I.	1831
1832	70,000						70,000	195,271	14,000	209,271	84,000				363,271	186,451 I.	1832
1833	123,000						123,000	212,971	40,000	252,971	111,777				487,748	124,477 I.	1833
1834	106,244						106,244	226,692	34,000	226,692	43,700				376,636	111,112 D.	1834
1835	131,250						131,250	298,508	41,000	339,508	98,845				569,603	192,967 I.	1835
1836	146,522						146,522	397,045	35,000	432,035	104,500				683,057	113,454 I.	1836
1837	192,320	33,617					225,937	492,152	31,000	523,152	115,387	9,978			874,454	191,397 I.	1837
1838	159,564	38,426	16,221				214,211	420,875	13,000	433,875	76,321	11,665			736,072	138,382 D.	1838
1839	142,071	38,429	34,000	7,550			221,850	433,608	9,000	442,608	122,300	19,227	11,930		817,915	81,843 I.	1839
1840	102,183	43,619	50,366	29,039			225,288	431,291	20,000	451,291	148,470	19,463	15,505		860,017	42,102 I.	1840
1841	*78,164	*26,232	*21,263	*17,170			*142,828	394,699	40,000	434,699	192,270	15,306	21,463		806,566	53,451 D.	1841
1842	163,762	45,422	31,012	31,930			272,129	513,891	27,000	540,891	205,253	31,437	10,050	47,346	1,107,106	300,540 I.	1842
1843	138,825	54,729	44,579	26,814	2,844		267,734	639,428	31,000	670,428	227,605	22,879	9,900	57,740	1,256,286	149,180 I.	1843
1844	219,245	70,379	73,625	2,866	3,749		377,821	778,500	57,000	835,500	251,005	27,719	13,087	114,906	1,620,038	363,752 I.	1844
1845	257,740	77,227	70,266	,843	23,914		429,159	1,007,424	76,000	1,083,424	266,072	31,208	9,900	178,401	1,998,164	378,126 I.	1845
1846	274,623	85,648	98,150		46,103	7,773	522,297	1,145,583	91,000	1,236,583	318,400	55,346	12,572	188,003	2,333,201	335,037 I.	1846
1847	334,929	109,110	105,639		50,847	†43,087	643,612	‡1,466,044	‡106,800	‡1,572,844	388,000	61,233	14,904	289,898	2,970,491	637,290 I.	1847

* Great Freshet which injured the Canal.

† 10,247 tons from Wilkesbarre.

‡ 222,693 tons of this by the Schuylkill Canal, 1,350,151 do. by Railroad.

13

31.250
46.522
42.320
38. —
37. —
[illegible]
0.

33.783
40.804
73.256
109.652
132.938

2.988.989.. including from Room Run

from Room R. 595.565 tons

REPORT OF ENGINEER AND SUPERINTENDENT.

JOHN TUCKER, ESQ., President of the Philadelphia and Reading Rail Road Company.

SIR:—I respectfully submit the following Report of the Transportation, Roadway, and Construction Departments, of the Road, for the year ending November 30th, 1847.

TRANSPORTATION DEPARTMENT.

Statement A, contains the business and receipts of the road, for the year.

Statements B and C, exhibit the gross and net expenses of the department, with the apportionment of those expenses, in detail, under their various heads.

Statement D, contains a table of all the running machinery of the road. Four first class engines have been added during the year, three of which were built in the company's shops. Four first class engines, in addition, built by Ross Winans, of Baltimore, have been in use upon the road, on trial, for burning anthracite coal. The car force of the road has been increased by five eight wheeled house cars: one eight wheeled platform car; twenty-seven four wheeled open cars: two eight wheeled passenger cars, and one four wheeled express car. Two hundred and seventy-six wooden coal cars have been altered and enlarged, from a capacity of $3\frac{1}{5}$ tons to that of $4\frac{65}{100}$ tons. Two small express engines have been built during the year, and work commenced for three new passenger engines, and another locomotive boiler for burning anthracite coal. Two other engines, one of the first and another of the second class, are also nearly completed.

The name, weight, maker, present condition, and duty, of every Locomotive owned and used by the Company, is exhibited in Statement E, and their whole cost of repairs, miles ran, and

tonnage hauled, in Statement F. Statement G. contains the expenses of repairing all coal, merchandize and passenger cars.

The cost of hauling coal for the year, in detail, will be found in statement H.

Statements K and L, show the cost of hauling passengers and merchandize for the year.

Statement M, contains the cost of hauling coal, merchandize, and passengers, over the State road, and of horse power in the city of Philadelphia, during the past year.

The amount of coal received from the various lateral roads in the Schuylkill Coal Region, and the points where consigned on the Reading Road, are comprised in statement N. It will be observed that the supply of the Schuylkill Valley and of the city of Philadelphia alone, is thirty per cent. of the whole amount transported.

The average cost of fuel, materials, and labour, has exceeded that of last year about ten per cent.

The locomotive engine "Novelty," alluded to in my last annual report, as then building on a new principle, for the purpose of burning anthracite coal, has been completed and in operation since June, of the present year. Her performance has been very satisfactory, fully equalling my expectations, and showing no injurious results from the use of coal as her exclusive fuel, after five months trial and a duty of nine thousand three hundred and fifty-seven miles, ran with coal trains. With such results, and from her great economy in fuel, I feel confident that the main difficulties in using anthracite coal in locomotives have been overcome; and that with farther improvements which experience has suggested, now in progress, this road will shortly be able to use, as its exclusive fuel, the coal of its own coal region.

ROADWAY DEPARTMENT.

Comprising total expenses of Repairs and Renewals of Superstructure, Bridges, Depots, and all Buildings, for year.

Repairs of Track and Bridges.

Wages of labourers, - - - - -	$53,890 58
do carpenters and mechanics, - -	11,039 79
Bar iron and steel, tools, &c., - - -	2,177 96
	$67,108 33

Brought forward,	$67,108 33
Timber and sills,	16,643 16
Castings,	4,613 84
Watchmen in tunnels,	916 00
Clearing snow,	994 39
Sundries, oil, rents, broken stone, masonry, &c.,	1,438 69
	$91,714 41
To which is added what would have been the cost of repairing and strengthening wooden structures, replaced during the year with stone and iron bridges,	3,855 60
	$95,570 01

Engines and Cars transporting Materials, Saw Mill, and Stationary Machinery.

Wages of engine crews,	$2,992 82
Fuel and repairs of engines and cars, oil, &c.,	6,458 87
Saw mill, stationary engines, and other machinery, fuel, wages, &c.,	2,018 65
	$11,470 34

Water Stations, Depots, and Engine Houses.

Wages of workmen,	$2,892 43
Timber, iron, and materials,	496 41
Sundries,	47 33
	$3,436 17

Superintendence, and Office Account.

Salaries of all officers and agents,	$2,652 53
Stationery and printing,	153 60
	$2,806 13

Rail Road Iron.

1,919 new bars of rail road iron, weighing 312,2 tons, have been put into the tracks of the road during the year, at an average cost of $77\frac{1}{4}$ per ton, amounting to the sum of $24,117 45.

Of the 1,919 bars removed, 1,169 were of the 60 lb. rail, and 750 of the other patterns, of a total weight of 289,5 tons, (several of the bars removed being of the 45 and 52 lbs. pattern, and replaced with 60 lbs. rail.)

Of these 289·5 tons have been sold, - - -	$3,589 08
And used by construction department in turn outs, sidings, &c., 176·2 tons, valued at $50 - -	8,805 00
Leaving on hand, 31·5 tons, worth $45 per ton,	1,417 50
Deduct	$13,811 58
From	24,117 45
Leaves, as lost on above, 1919 bars, - .	$10,305 87

Or less than $\frac{5}{8}$ of a cent per ton on the tonnage of the year.

Watchmen, at Bridges and Depots.

Wages of all watchmen at bridges, - - -	$8,118 20
do do Pottstown depot and yard - - -	1,073 74
	$9,191 94

Aggregate of Roadway Expenses.

Repairs of road beds, tracks, and bridges, -	$95,570 01
Engines, cars, and machinery, - - -	11,470 34
Rail road iron, - - - - - -	10,305 87
	$117,346 22

	Brought forward,	$117,346 22
Watchmen at bridges and depots, - - -		9,191 94
Water stations, depots, and engine houses, -		3,436 17
Superintendence, and office expenses, - -		2,806 13
	Net cost,	$132,780 46
Add for materials on hand, over same item last year,		
Timber, sills, and lumber, -	$2,397 19	
Rail road iron, - - -	1,417 50	
Hardware, &c., - - -	90 70	
Castings, - - - -	136 30	4,041 69
Gross expenses of Roadway Department, -		$136,822 15

The drainage of the Road has been particularly attended to during the year, and with very favourable results: the Bridges and Tracks are in perfect order, having been maintained in the same condition, during the passage of the year's business of 1,770,916 tons, without the slightest accident, and at less cost than during the previous year.

The total length of Track kept in repair, has been 95 miles of double Track, and 31 miles of Turnouts and Sidings; equal to 221 miles of single Track.

The net expenses of the Transportation and Roadway Department, for the year, are as follows:—

Transportation Department, - - -	$836,077 28
Roadway do - - -	132,780 46
	$968,857 74

Equal to 48 per cent of the Receipts of the Road.

The total cost of repairing Richmond wharves, during the year, including timber for trestling, planking, hardware, iron and steel, has been - - - - $9,438 64

CONSTRUCTION DEPARTMENT.

Bridges.

Fifteen Stone Bridges, of Spans varying from 10 to 35½ feet, have been completed during the past year. Five of these were commenced in 1846, viz: Irish creek, Big dam, Shaeffer's, Pottstown and Manayunk: and ten Stone Bridges have been commenced and completed during the present year; at Mount Carbon, Hamburg, Mohrsville, Centre Turnpike, Wambach's, Yosts', Geiger's, Phœnixville, Pauling's and Anderson's. Two other Stone Bridges have been commenced, and the piers and abutments carried up to the springing levels, to be completed next year, at Pickering creek and Quinters.

Six iron Bridges, varying from 25 to 40 feet span, all commenced previous to December 1st 1846, have been erected during the past year; at Canal Tunnel, Auburn, Stoney creek, Mill creek, Ulrich's and Reading. Another iron Bridge, also commenced last year, has been finished during the present year, and is now on hand.

Timber Bridges have been built at Phœnixville, Germantown Rail Road crossing, Manyunk, and Falls. Those at Schuylkill Haven, 4th crossing, Peacock Locks, and Monocacy, have been severally strengthened, and rendered perfectly secure, by the addition of arch pieces; and all the Bridges of the Line I am gratified to report, in excellent condition. Since the Road has been in operation, 35 wooden Bridges have been changed into stone and iron, leaving but 48 wooden Bridges yet remaining, which will be in the course of a few years, all replaced with stone or iron structures.

Whole amount expended during year, $86,687 82.

DEPOTS, WORKSHOPS, ENGINE HOUSES, WATER STATIONS, &c.

Several new buildings have been added during the past year. An iron freight house has been built at Pottsville, another at Port Clinton; the new Freight depot at Reading completed, and a

new and spacious shop built at the latter depot. Other work-shops have also been added at the same station. The carpenter shop at Pottstown, and roof of smith shop completed, a large stable built for the Company's horses at Philadelphia, and 49 new tool houses built and placed on each division of the line. The engine houses at Schuylkill Haven, Reading and Pottstown have been completed, as also new cistern and water stations at Pottstown, Phœnixville, Port Kennedy, Norristown and Reading. Wood sheds have been put up at Orwigsburg, and State Road station; and coal schutes at Phœnixville and Hamburg.

Total amount $63,468 20

NEW STATIONARY MACHINERY.

Three of "Kirk's Patent Steam Hammers," with Furnaces, Stacks &c., complete, have been erected and found to secure an important economy in the cost of bar iron and axles, and valuable tools and machinery have been added to the shops at Reading, Pottstown and Richmond. Cost of all, $27,054 45

TRACKS, TURNOUTS, AND GRADING.

Comprising cost of Grading and laying down Tracks, at points below stated:—

Richmond	999 feet
Planes	1,137 "
Falls	4,721 "
Conshehocken	1,183 "
Potts	261 "
Valley Forge	87 "
Phœnixville	927 "
Pottstown	500 "
Neversink	450 "
Reading	841 "
Hamburg	100 "
Orwigsburg	657 "
Schuylkill Haven	3,360 "
Mount Carbon	270 "
Total	15,493 feet

Also of grading new depot lot at Reading; making a total expenditure of - - - - $20,710 77

SUNDRIES.

Including expenses of patent fuel experiments; all new work at Richmond wharves, new turning platforms, depot tracks, new lines of Magnetic Telegraph, loading materials for this department, completing Vertical wall at Phœnixville, Engineering, Superintendence and Clerk's salaries, stationery, and all expenses of Construction Department, not enumerated:

Amounting to - - - - $25,010 16

Total Expenditures of Construction Department.

Bridges - - - - -	$86,687 82
Depots, Workshops, Engine houses, &c. -	63,468 20
New stationary Machinery - - -	27,054 45
Tracks, Turnouts and Grading - -	20,710 77
Sundries, Richmond wharves, &c., - -	25,010 16
	$222,931 40
Add for value of materials on hand, viz: Pig iron, Timber and Sundry Machinery for new Engines, Cars, &c., to be used next year -	15,573 90
	$238,505 30

The net expenditures of the Construction Department for the past year have been as above $222,931 40. In 1846 they were $439,113 82, showing a reduction of $216,182 42.

The expenses of this department for the year 1848, will be considerably less than those for the past year.

I am very respectfully,

Your obedient servant,

G. A. NICOLLS,

Engineer and General Superintendent.

Reading Pa., December 1st, 1847.

STATEMENT A.

Business of the Philadelphia and Reading Rail Road, for the Year ending November 30th, 1847.

TONNAGE.

Coal transported, tons of 2,240 lbs. - - -	1,360,681
Merchandize, " 2,000 lbs. - - -	71,718
Materials for use of Road, including earth, gravel, timber, rails, sills, cordwood, stone, brick, iron, &c., &c., in tons of 2,000 lbs. - - - - -	165,493
Total tonnage of Road for the year, including weight of passengers, in tons of 2,000 lbs. - - -	1,770,916
Total amount of coal transported, to date, tons of 2,240 lbs.	4,054,639
Total tonnage of Road, " " 2,000 lbs.	5,474,437

PASSENGER TRAVEL.

Total No. passengers during the year, - - -	97,463
" " miles travelled, by same, - - -	4,560,260
Equal to, in through passengers, over whole length of Road,	49,604
Total No. of passengers transported, to date, - -	649,416

RECEIPTS OF ROAD.

From freight on Coal, - - - - -	$1,698,663 99
" " Merchandize, - - - -	136,219 92
" Passenger Travel, - - - - -	156,201 45
" Transportation of U. S. Mail, and other sources. -	11,860 26
	$2,002,945 62

STATEMENT B.

Gross Expenses of Transportation Department, for year ending November 30th, 1847.

RUNNING ACCOUNT.

Wages of Engineers, Firemen, Conductors, Brakemen, Oilers, Despatchers, Time Keepers, and Turning Crews,	-	$126,465 15
Wood, 90,716⅝ cords,	-	225,622 07
Loading and unloading wood, wharfage, agents &c.,	-	18,899 49
Cutting wood,	-	33,632 73
Oil, 40,565 gallons,	-	35,652 34
Tallow and Grease, 49,084 lbs.	-	4,620 55
Hauling across Schuylkill Bridge on State Road, and Expenses on do. in Philadelphia,	-	12,016 30
Tolls paid State Road,	-	28,303 71
Coal left short of Consignment and used by Company,	-	8,561 61
Renewals of articles on Trains, Lamps, Ropes, &c.,	-	5,435 54
Cotton waste,	-	3,022 16
Coal Fuel for Engines,	-	4,389 19
Delivering Coal at Richmond,	-	15,266 80
Use of Telegraph,	-	844 16
Sundries, goods lost or stolen, &c., &c.,	-	4,827 44
		$527,559 24

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, boiler-makers, moulders, time-keepers, and all mechanics and laborers,	-	$160,722 43
Bar iron steel, tools, and hardware,	-	26,832 63
Tires and axles,	-	12,386 62
Pig metal, iron, lumber, hay &c., for foundry,	-	12,992 17
Copper, spelter, tin, lead, &c.,	-	15,448 02
Timber and lumber,	-	8,563 69
Anthracite coal,	-	9,764 94
Bituminous coal,	-	6,414 40
Work done elsewhere,	-	537 20
		$253,662 10

Amounts brought forward, - -	$253,662 10	$527,559 24
All other materials, charcoal, leather, &c., &c.,	2,337 31	
Work and stuff for patterns, - - -	1,238 03	
Sundries, - - - - -	1,270 28	
		$258,507 72

DEPOT ACCOUNT.

Wages of hands, - - - -	$29,495 15	
Wages of Watchmen, at depots, wharves and switches, - - - - -	6,175 99	
Coal for water stations, and pumping water, -	3,261 61	
Materials and work, - - - -	2,283 96	
Horse feed, - - - - -	420 19	
Rents, - - - - - -	1,375 00	
Sundries. - - - - -	138 41	
		43,150 31

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents in department, - - - - -	19,898 34

OFFICE ACCOUNT.

Advertising in, and subscription to papers, -	189 53	
Stationery and printing, - - - -	2,144 81	
Fuel, furniture, rent, and all materials, -	1,566 84	
Attendence and sundries - - -	558 20	
		4,459 38

LATERAL RAIL ROADS ACCOUNT.

Salaries of agents, - - - -	1,322 73	
Use of engines and sundries, - - -	1,574 57	
		2,897 30
	Total	$856,472 29

STATEMENT C.

Net Expenses of Transportation Department of the Philadelphia and Reading Rail Road for Year ending November 30, 1847.

Transportation of 1,360,681 tons of coal, from coal region to Richmond, junction with State Road and other points, at $45\frac{84}{100}$ cents per ton,	$623,736	17
Expenses of transportation between junction with State Road and Company's depot in Philadelphia, including tolls paid State Road and City, hauling across Schuylkill bridge, pay of agents, &c.,	50,373	86
Transportation of 71,718 tons merchandize between Pottsville, Reading and other points, and junction with State Road at $85\frac{9}{10}$ cents per ton,	61,605	76
Transportation of 49,604 through passengers between Pottsville and junction with State Road, at $47\frac{2}{10}$ cents per passenger,	23,413	09
Superintendence, including salaries of all officers, clerks, and coal agents, at depots,	20,876	44
Net expenses of delivering and sorting coal cars on Richmond wharves, between Trenton Rail Road crossing and river Delaware, a portion of which is chargeable to last year's business,	15,266	80
Wages of all watchmen at wharves, depots and switches,	6,797	90
Expenses of delivering coal and freight, and hauling cars for all purposes at Reading depot and turnouts,	6,115	71
Office expenses, stationery, newspapers, advertising, &c.,	5,185	54
Expenses of sorting and hauling coal cars at Phœnixville and other way stations,	2,983	05
Expenses of sorting coal cars at Schuylkill Haven for cars used on West Branch Road,	2,585	50
Work and materials for depots and stations,	2,476	19
Rent and expenses of magnetic telegraph,	844	16
Salaries of agents, and engine expenses on lateral rail roads in coal region,	2,897	30
New tools and patterns, for shops and engines,	6,106	13
Sundry expenses, express engines, &c., &c.,	4,813	68
Actual net expenses for year,	$836,077	28

Brought forward, .		$836,077 28
Add for materials on hand, November 30th, 1846, viz:		
Wood, ...	$11,811 80	
Bar, boiler, and sheet iron, steel, . . .	4,432 90	
Iron castings,.	753 74	
Pig metal, ...	3,758 60	
Car gearing, wheels, axles, springs, &c. .	12,901 38	
Engine gearing, ...	5,997 10	
Engine tires, ...	12,193 85	
Timber and lumber, ...	3,890 83	
Bituminous coal, ...	1,199 00	
Anthracite coal, ...	1,205 00	
Copper, lead, tin, brass, &c., . . .	3,683 16	
Wrought scrap iron for tilt hammer, . .	10,732 34	
Cast scrap iron for foundry, ...	7,254 44	
Tools, &c., ...	3,875 50	
	83,689 64	
Deduct value of materials on hand, December 1st, 1846, ...	63,294 63	
		20,395 01
Total expenses, ...		$856,472 29

STATEMENT D.

Number of Engines, Cars, and Running Machinery upon the Philadelphia and Reading Rail Road, November 30th, 1847.

LOCOMOTIVE ENGINES.

46 First Class Engines.
22 Second do do (2 sold since last Report.)
8 Third do do
1 Second do do (out of use at present ("Delaware.")

77 Total.

COAL CARS.

	Weight, Empty.	*Capacity.*
1 Eight wheeled Iron Coal Car.	4.7	11.0
3,019 Four do do do	2.43	5.0
1,318 do do Wooden do	2.2	4.65
268 do do do do	2.05	3.2
4.606* Total.	2.34	4.79

CARS FOR FREIGHT, AND GENERAL USE.

11 Eight wheeled Covered House Cars.
32 do do Box Cars.
48 do do Open Platform Cars.
153 Four do Covered House Cars.
28 do do Box Cars.
230 do do Open Platform Cars.

502* Total.

PASSENGER CARS.

15 Eight wheeled Passenger Cars.
1 Four do do
3 Eight do Baggage Cars.
2 Four do do
1 Four do Express Car.

22 Total.

* 20 Wooden Coal Cars are altered, and used as Freight Cars.

In addition to the above, the Company own:—

2 Small Express Locomotives, "Ariel" and "Witch."
2 Small Passenger Cars, for use of Road.
13 Stationary Engines, from 4 to 35 Horse Power, for Driving Machinery, Pumping at Water Stations, Sawing Wood, &c.
2 Portable Wood Cutting Steam Engines, at Reading and Richmond.
7 Snow Ploughs.
50 Horses, chiefly for hauling in Broad Street, Philadelphia.

STATEMENT E.

Table of Names, Weights, Makers, Condition, and present duty of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, November 30th, 1847.

Names.	Weight in tons.	Maker.	When put on Road.	Miles ran. Year, ending Nov. 30.	Miles ran. Total to Date.	Present Condition and Duty.
Atlas	27.0	Baldwin, Philadelphia.	April 1846	16.218	24.340	At work, Falls Grade.
Hercules	27.0	do do	" "	18.014	26.066	do do
Texas	22.4	do do	" "	23.549	39.088	At work, in Coal Trade.
Alabama	22.4	do do	" "	21.113	35.995	do do
Kentucky	22.4	do do	" "	21.907	36.818	do do
Indiana	22.4	do do	" "	19.529	34.665	do do
Princeton	22.4	do do	May "	21.148	33.796	do do
Montezuma	22.4	do do	July "	20.843	29.699	In shop, under repair.
Amazon	22.4	do do	May "	21.157	32.634	At work, in Coal Trade.
Warrior	22.4	do do	" "	19.687	32.081	do do
Florida	22.4	do do	July "	20.374	28.111	In order, ready for use.
Washington	22.4	do do	June "	20.855	32.608	At work, in Coal Trade.
Empire	22.4	do do	May "	20.555	32.654	do do
Pocahontas	22.4	do do	June "	23.103	33.766	In shop, under repair.
Allegheny	22.4	do do	" "	21.654	31.635	At work, in Coal Trade.
Yorktown	22.4	do do	" "	21.161	31.393	In shop, under repair.
Rio Grande	22.4	do do	July "	20.302	28.400	At work, in Coal Trade.
United States	18.6	do do	" 1844	17.382	74.522	do do
New England	19.7	do do	" "	15.429	68.042	do do
New York	19.1	do do	August "	17.901	73.151	In order, ready for use.
Ontaria	19.1	do do	" "	19.204	71.824	In shop, under repair.
Virginia	19.1	do do	Sept. "	20.482	71.473	In order, ready for use.
Hudson	19.5	do do	Oct. "	14.284	58.524	At work, in Coal Trade.
Niagara	19.6	do do	April 1845	18.894	58.868	do do
Pacific	19.5	do do	" "	18.260	58.722	do do
Independence	19.5	do do	May "	19.486	57.648	do do
Oregon	19.5	do do	" "	18.525	50.308	do do
St. Lawrence	19.5	do do	June "	18.620	51.795	do do
Constitution	19.5	do do	" "	14.227	49.018	At work, Richmond wharves.
Champlain	20.1	do do	Sept. "	15.015	40.974	In shop, under repair.
Seminole	13.1	do do	Feb. 1840	21.717	109.371	At work, wood train.
Perkiomen	12.6	do do	April 1842	16.070	81.917	In order, ready for use.
32 in all.		Made by Baldwin, Philadelphia.	March 1847	14.428	14.428	In order, ready for use.
Chesapeake	20.0	Norris, Philadelphia.	Oct. 1844	11.062	50.029	At work, lateral roads.
Philadelphia	17.7	do do	" 1842	25.468	113.239	do. freight train.
Manatawny	13.8	do do	" "	15.904	84.565	do do
America	13.4	do do				

Missouri.....	18.7	do do	April 1846	20.060	33.393	At work, in Coal Trade.
Columbus.....	18 2	do do	August "	19.229	24.827	do do
Pottsville	11.0	do do	April 1844	8.423	44 236	do lateral roads.
Tuscarora.....	11.8	do do	Sept. 1842	5.187	65.756	do City coal trade.
Pennsylvania.....	11.4	do do	Nov. "	7.474	62.492	do Schuylkill Haven.
Ontalaunee	12.0	do do	April 1843	7.223	55.546	do lateral roads.
			July "	10.182	58.474	do Richmond wharves.
7 in all.		Made by New Castle Manufacturing Company.				
Conestoga.....	11.8	Locks and Canals Company.	May 1843	9.969	58.278	In shop, under repair.
Tioga	11.8	do do	July "	14.366	61.913	At work, lateral roads.
Schuylkill.....	11 8	do do	" "	9.372	52.911	In shop, under repair.
Shamokin.....	11.8	do do	" "	9.783	60 344	At work, lateral roads.
Huron	11.8	do do	August "	10.936	61.177	Altering to a more efficient Engine.
Osceola	11.8	do do	" "	7.317	50.376	At work, Richmond wharves.
Potomac	11.8	do do	" "	16.169	71.322	do wood train.
Erie	11.8	do do	" "	10.424	59.612	do Richmond wharves.
Roanoke	11.8	do do	Sept. "	8.033	48.507	do Schuylkill Haven.
Cherokee	13.9	do do	" "	9.201	45.618	do lateral roads.
10 in all.		Made by Locks and Canals Company, Lowell.				
Wyoming	19.6	Reading Rail Road Company.	Feb'ry 1847	17.948	17.948	At work, in Coal Trade.
Palo Alto.....	20.8	do do	May "	12.500	12.500	do do
Monterey	19.9	do do	June "	9.326	9.326	do do
Sanatoga.....	19.2	Rebuilt by do	" 1842	15.384	73.408	do lateral roads.
Mahanoy	20.2	do do	May "	18.614	71.992	do in Coal Trade.
Novelty.....	21 0	Reading do	June 1847	9.357	9.357	do do
Atlantic	20 1	Rebuilt by do	Aug. 1844	13.888	44.097	do do
Monocacy	16.4	do do	March 1842	9.462	84.867	do Reading coal train.
Reading.....	16.2	do do	Oct. "	24.575	70.851	do freight train.
Gazelle.....	11.0	do do	March 1841	25.592	121.726	do passenger train.
Atalanta	10.3	do do	April "	24.523	112.425	do do
Antelope	9.3	do do	June 1838	9.350	97.167	In order, ready for use.
12 in all.		Built and Rebuilt by Reading Rail Road Company.				
Gowan & Marx..	11.0	Eastwick & Harrison.	Jan'ry 1840	8.659	79.166	At work, Reading depot.
Lycoming.....	10.4	Dotterer & Co.	Aug. 1842	11.304	60.244	do wood train.
Engineer.....	8.8	Braithwaite & Co.	May 1838	16.942	94.216	do Roadway Department.
Rocket	8.4	do do	" "	16.788	109.931	do do
Planet	8.4	do do	August "	18.797	103.011	do do
Spitfire.....	8.4	do do	June "	10.933	93.348	do Extra Engine.
Hecla	8.4	do do	July 1840	10.494	112.000	In shop, under repair.
5 in all.		Made by Braithwaite & Co.				
Delaware	10.1	Ross, Winans.	May 1838	0	1.586	Out of use at present.
Besides the above 73 Engines, the Reading Rail Road Company have in use on trial:—						
Baltimore	26.9	Ross, Winans.	June 1847	8.766	8 766	At work, in Coal Trade.
Maryland	27.0	do do	Sept. "	3.533	3.533	In shop, under repair.
Delaware	27.1	do do	" "	4.337	4.337	do do
Ohio	27.9	do do	" "	3.956	3.956	At work, in Coal Trade.

In all, 77 Locomotive Engines on Road.

CONDENSED TABLE,

Showing Condition and Employment of all the Engines owned by the Philadelphia and Reading Rail Road Company.

HOW EMPLOYED.	1st Class.	2d Class.	3d Class.	Total.
In daily use, in good order, on Reading or lateral roads, ...	35	18	6	59
In workshops, under repair, . . .	7	2	1	10
In good order, ready for use, . . .	4	1	1	6
Altering, to more efficient Engines, . .	—	1	—	1
Out of use at present, "Delaware," . .	—	1	—	1
Totals, . .	46	23	8	77

STATEMENT F.

Work and Repairs of all Locomotive Engines, owned by the Philadelphia and Reading Rail Road Company, for year ending November 30th, 1847.

MILES RAN.

How Employed.	Classes.			Total.
	1st.	2d.	3d.	
Reading Rail Road Transportation Department,	734,552	204,337	75,390	1,014,279
Reading Rail Road Construction Department,	0	9,297	37,837	47,134
Reading Rail Road Roadway Department,	0	10,554	16,610	27,164
Total Reading Rail Road,	734,552	224,188	129,837	1,088,577
On Lateral Rail Roads in Coal Region,	37,564	54,558	3,573	95,695
Total,	772,116	278,746	133,410	1,184,272

Total No. tons hauled one mile, exclusive of engine or tender, 306,759,593
Average weight of loaded coal trains down, do. do. 593
do. do. empty do. up, do. do. $194\frac{6}{10}$
do. do. Passengers do. do. do. $45\frac{4}{10}$
All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics,	$42,874 68
Materials, iron, steel, brass, &c., &c.,	25,231 13
Superintendence, tools, paints, &c., &c.,	6,810 36
	$74,916 17

Total No. miles ran by all engines owned and used by company, from May, 1838, to November 30, 1847 - - 4,469,339
Total No. tons hauled, between same dates, - - - 947,615,348

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight and Passenger Cars, on the Philadelphia and Reading Rail Road, for year ending November 30th, 1847.

COAL AND FREIGHT CARS.

Wages of all Mechanics, - - -	$56,230 10
Iron, Steel, Brass, and all Metals, - -	46,050 06
Timber, - - - - -	6,519 96
Superintendence, tools, paints, oil, &c. &c. -	10,880 01
Total,	$119,680 13
No. of Gallons Oil used by Coal and Freight Cars during year, including Train Lamps -	29,252
No. lbs. tallow do do -	45,938

COST OF REPAIRS AND RENEWALS OF PASSENGER CARS.

Wages of Mechanics, - - -	$3,116 90
Iron, Steel, Timber, &c. - - -	2,596 30
Superintendence, tools, paints, varnish, &c. -	714 15
Total,	$6,427 35
No. Gallons Oil used by Passenger cars during year, - - - - -	723
No. lbs. Tallow, - - - -	309

STATEMENT H.

Items of Cost, in detail, of Hauling Coal on the Philadelphia and Reading Rail Road, for the year ending November 30th, 1847.

Per round trip of 190 miles, from Coal Region to tide water, and back with empty cars: transporting an average load of 354 tons of coal each train.

Items of Cost.	No.	Description	Rate	Amount
Wages of Engineer,	2	Days,	2.50	$5 00
do Firemen,	2	"	1.50	3 00
do Conductor,	2	"	1.50	3 00
do Brakemen,	6	"	1.08	6 48
Wood, for Fuel,	$15\frac{83}{100}$	Cords	4.10	64 90
Oil for Engine and Tender, including lamps,	4.1	Galls.	0.75	3 07
Oil and Tallow for Cars,	354	Tons	$1\frac{3}{10}$	4 60
Repairs of Engine and Tender,	190	Miles	$6\frac{5}{10}$	12 35
do Coal Cars,	354	Tons	$8\frac{1}{10}$	28 67
Renewals of sundries, ropes, lamps, &c.,	354	"	$\frac{6}{10}$	2 12
Supplying water,	16	M Galls.	.06	96
Assistant Engines at Falls Grade,	354	Tons	$1\frac{8}{10}$	6 37
Car Couplers and Greasers, Timekeepers, Despatchers, and Turning Crews,	354	"	$1\frac{6}{10}$	5 66
Allowance for Engines laying over, Assistant Engines in snow storms, &c., &c.,	354	"	$2\frac{6}{10}$	9 20
Sundry Expenses, wages of men, to take place of regular crews off duty from sickness, &c., Premiums to crews, and all contingent expenses,	354	"	$1\frac{95}{100}$	6 90
				$162 28

Equal to $45\frac{84}{100}$ cents per ton.

STATEMENT K.

Items of Cost, in detail, of Running Passenger Trains on the Philadelphia and Reading Rail Road, for the Year ending November 30th, 1847.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Rate.	Amount.
Wages of Engineer, - -	1	Day	1 80	$1 80
" " Fireman, - -	1	do.	1 00	1 00
" " Conductor, - -	1	do.	1 55	1 55
" " Assistant Conductors,	1	do.	1 25	1 25
" " Brakemen, (during last 6 months,) - -	½	do.	1 00	50
Wood for Fuel, - - -	2 8	Cords	4 10	11 48
Water used, - - - -	3	M Galls.	06	18
Oil for Engine and Tender, -	1	Gall.	90	90
Oil for Cars, - - - -	1·1	do.	80	88
Repairs of Engines, - - -	89	Miles	4 02	3 74
" and Refitting of Cars, -				10 12
Hands at Depots, - - -				2 51
Sundries for Train, - - -				91
				$36 82

Equal to, at 78 through Passengers per train, $47\frac{2}{10}$ cents per Passenger.

STATEMENT L.

Items of Cost, in detail of running Freight Trains, on the Philadelphia and Reading Rail Road, for year ending November 30, 1847.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description	Rate.	Amount.
Wages of Engineer, . . .	1	Day,	$2 50	$2 50
do. Fireman, . . .	1	"	1 30	1 30
do. Conductor, . . .	1	"	1 35	1 35
do. Brakemen, . . .	3	"	1 00	3 00
Wood for fuel, ...	3·8	Cords,	4 10	15 58
Oil for Engine and Tender, . .	2	Galls.	80	1 60
Oil and Grease for Cars, . . .	61	Tons,	1½	0 91
Repairs of Engine and Tender, .	90	Miles,	5½	4 95
do Cars, ...	61	Tons,	7½	4 57
Depot Hands, and other Depot Expenses.				12 65
Water used, ...	4	M Galls.	·06	0 24
Renewals of Sundry Articles, . .	61	Tons,	3	1 83
Goods lost, stolen, or damaged, about ⅓ being for claims previous to present year, not before presented, .				1 92
				$52 40

Equal to, at 61 through tons per train, $85\frac{9}{10}$ cents per ton.

STATEMENT M.

Cost of hauling over State Road, and of horse power in Broad Street, Philadelphia. For Year ending November 30th, 1847.

Amount paid State for Tolls, - - - -	$28,303 71
do do City Corporation for Tolls, - - -	300 00
Cost of hauling cars across Schuylkill Bridge, - -	1,792 50
Wages of brakemen over State Road, - - -	682 10
do Agents in Broad Street, - - - -	1,033 00
Repairs of Coal Cars, passing over State Road, - -	1,933 64
do Passenger do do do - - -	363 29
do Freight do do do - - -	641 92
Cost of Engine hauling Cars, and arranging trains at junction with State Road, - - - - - -	6,016 30
Cost of horse power, hauling Cars in Broad Strest, Philadelphia, - - - - - - -	8,795 74
Sundry other expenses, during Year - - - -	511 66
	$50,373 86

STATEMENT N.

Points of Supply, and Distribution of Coal on the Philadelphia and Reading Rail Road, for the Year ending November 30th, 1847.

Amount of Coal received from various Lateral Rail Roads in Coal Region.

West Branch Rail Road, at Schuylkill Haven, . .	555,172	Tons.
Mt. Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads, . .	494,287	"
Mt. Carbon Rail Road, at Mount Carbon, . . .	210,329	"
Little Schuylkill Rail Road, at Port Clinton, . .	100,893	"
Total	1,360,681	"

WHERE DELIVERED; ON LINE OF READING RAIL ROAD.

Station or Turnout.	From Schuylkill Haven.	From Port Carbon.	From Mount Carbon.	From Port Clinton.	Total.
Orwigsburg . .	114	38	15		167
Hamburg . .	69	773	199	566	1,607
Mohrsville . .	48	677	160	175	1,060
Between Mohrsville and Reading .	93	759	417	55	1,324
Reading . . .	6,137	33,070	8,236	131	47,574
Baumstown . .		1,446			1,446
Douglassville . .	1,364	224	88	57	1,733
Pottstown . .	1,525	4,238	621	25	6,409
Royer's Ford . .		285			285
Phœnixville . .	10,005	29,374	527	5,972	45,878
Valley Forge . .	1,220	770			1,990
Port Kennedy . .	2,618	4,156			6,774
Norristown . .	5,681	3,104	41	235	9,061
Lime Kilns below Norristown . .	2,012	19		623	2,654
Conshehocken, Spring Mill and Plymouth Rail Road . .	12,629	25,794	1,777	1,258	41,458
Manayunk . .	3,724	402	831	388	5,345
Falls . . .	5,382	1,045	632		7,059
Germantown . .	2,426	169		1,280	3,875
Nicetown . .	3,508	620		970	5,098
Junction with State Road	9,310	717	316		10,343
Philadelphia . .	104,540	63,210	19,195	16,595	203,540
Richmond . .	382,767	323,397	177,274	72,563	956,001
Totals	555,172	494,287	210,329	100,893	1,360,681